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MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report for the Period 22-26 January 1968

1. On 23 January 1968 I visited [redacted]  
[redacted] Persons contacted at this time were [redacted]  
[redacted]

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2. The basic intent of the discussion was to inform [redacted]  
[redacted] of the unwritten policy that pertains to Scope Cotton  
Decision 19, i.e.; we would insure that there would be no  
shortage of spares for the OXCART Program. I attempted to  
determine whether there would be sufficient airframes and  
other spares "not including engines" to satisfy the OXCART  
extension through 30 June and still have sufficient to carry  
on if there were another OXCART extension. I am fully  
confident that there are sufficient spares in stock and in  
the system to satisfy all OXCART requirements through 30 June  
plus sufficient for 90 day flying of five operational air-  
craft plus sufficient to cover a regeneration of supply lines  
if there were a lengthy OXCART extension. The criteria  
that [redacted] is using is threefold:

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a. the 90 day supply is inviolate

b. they are basing their ordering on six  
operational aircraft and eight aircraft total through  
30 June.

c. they are regenerating the overhaul and repair  
of supplies to satisfy the OXCART requirements.

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NRO review(s) completed.

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[REDACTED]  
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3. As you can see, with [REDACTED] using these ground rules, there are sufficient supply levels to satisfy the intent of the OSA program and if there were an extension, we would be able to regenerate without any forced aircraft outages.

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4. On 25 January I visited Lockheed and spent a full day of discussion with [REDACTED] and [REDACTED]. We reviewed the OXCART contract in detail. Our agreement is that Lockheed will forecast their full FY 68 cost with exactly the same figures that OSA will use to request funds from the NRO for the OXCART extension. I am completely satisfied and confident that the amount required can be fully justified and that the figures are logical and are defensible in our presentation to the NRO.

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5. A discussion with [REDACTED] revealed that [REDACTED] has the responsibility for the two stored aircraft at Palmdale and that he has delegated this responsibility to [REDACTED]. It is noted that there has been cannibalization of these two aircraft and if 122 were to be returned [REDACTED] a significant program of refurbishing would be required.

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6. The question of excess tooling for the A-12 and SR-71 family remaining at Burbank was discussed. Lockheed's position is that this tooling should remain on the floor at Burbank until such time that an absolute position of the Government is received as to the possibility of a production run of F-12's, SR-71's, etc. There is no cost to the Government involved in the storage of these items at Burbank and if they were to be moved they would end up being scrap metal.

7. The question of maintenance crews arose and I also received a call from Mr. Parangosky requesting me to stand firm on crew use. At present [REDACTED] has three full crews for the three operational aircraft and a partial crew for aircraft 124. Aircraft 121 is supported by a watered down crew of specialists and these personnel can not be augmented by an operational crew due to their specific specialities. Lockheed has been advised that upon storing one operational aircraft

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[Redacted] we will dispense with the partial crew that is now on 124 and keep three operational crews. Of these three operational crews two will maintain the two operational aircraft and the other will maintain aircraft 124 and the stored aircraft.

[Redacted]

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Budget & Programs Division  
✓ Comptroller, OSA

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[Redacted]

[Redacted]

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